

FLIGHT

The
AIRCRAFT
ENGINEER
&
AIRSHIPS

First Aero Weekly in the World

Founder and Editor: STANLEY SPOONER

A Journal devoted to the Interests, Practice, and Progress of Aerial Locomotion and Transport

OFFICIAL ORGAN OF THE ROYAL AERO CLUB OF THE UNITED KINGDOM

No. 910. (No. 22, Vol. XVIII.)

JUNE 3, 1926

Weekly, Price 6d.
Post free, 7d.

Flight

The Aircraft Engineer and Airships

Editorial Offices: 36, GREAT QUEEN STREET, KINGSWAY, W.C.2.
Telegrams: Truditur, Westcent, London. Telephone: Gerrard 1828.
Annual Subscription Rates, Post Free.

United Kingdom .. 30s. 4d. Abroad .. 33s. 0d.*

These rates are subject to any alteration found necessary under abnormal conditions and to increases in postage rates.

* Foreign subscriptions must be remitted in British currency.

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DIARY OF FORTHCOMING EVENTS

Club Secretaries and others desirous of announcing the dates of important fixtures are invited to send particulars for inclusion in the following list:—

1926

June 11	.....	Independent Force (R.A.F.) Dinner Club Annual Re-union Dinner, Connaught Rooms, Great Queen Street, Kingsway.
June 12	.....	Inst. Ae.E. visit to Croydon Aerodrome.
July 3	.....	Royal Air Force Display, Hendon.
July 8-24	.....	Royal Tournament, Olympia
July 9-10	.....	King's Cup Race, Hendon.
July 11-27	.....	German Seaplane Competition at Warne- munde.
July 19-Aug. 7	.....	French Competition for Multi-engined Seaplanes, St. Raphael-Frejus.
Aug. 9-15	.....	French Light 'Plane Competition.
Sept. 10-17	.....	Two-Seater Light Aeroplane Competition, Lympe.
Sept. 18	.....	Grosvenor Challenge Cup, at Lympe.
Oct.	.....	Schneider Cup Race at Norfolk, Virginia, U.S.A.
Nov.-Dec.	.....	Paris Aero Show.

EDITORIAL COMMENT.



Cairo-
Cape-
Cairo

YET another great British flight has come to a successful conclusion, and once more British aircraft *materiel* and *personnel* have demonstrated to the world that, given the opportunity, they are capable of performances every whit as meritorious as any undertaken by other nations. Mr. Alan Cobham, that unique air propagandist, has for several years been almost the only British exponent of the art of "showing the flag" by air (and right well he has done it), but the Cairo-Kano-Cairo flight, and now the Cairo-Cape-Cairo, both undertaken by, and as ordinary service practice flights of, the Royal Air Force, are in a somewhat different category. At the time of the Cairo-Kano-Cairo flight we protested against the use of foreign engines in the British machines used. That criticism cannot be levelled against the material used in the Cairo-Cape-Cairo, just successfully completed, in which every item of the equipment was of British design and manufacture, and it is, therefore, all the more gratifying to be able to congratulate Wing Commander Pulford and his companions on having completed their flight of nearly 11,000 miles without any untoward incident. The flight was not a spectacular one, and no effort was made to make the trip in the shortest possible time. It was, however, a triumph of organisation, and the fact that the flight was accomplished according to the schedule prepared before the start is the highest possible testimony to the excellence of the Fairey machines used and to their Napier "Lion" engines. The very fact of four machines flying in company renders the question of luck entering into the equation of success extremely remote, and the flight may therefore justly be taken as proof of the uniformly good qualities of the machines and engines. The flight from Egypt to England, not, we believe, originally included in the programme, should provide a fitting finish to a very meritorious performance, and we venture to hope that it may be found possible to arrange for the four machines, which have now been fitted with floats, to alight, on their arrival,

on the Thames at Westminster. This would give Londoners an opportunity of taking a very real personal interest in the flight by turning up to see the arrival, much more so than a finish at Calshot or Felixstowe could possibly do.

The King's Cup Race

The course to be flown by the aeroplanes taking part in the race for the King's Cup, which will take place on July 9 and 10, has now been published, and will be found on another page of this week's issue of FLIGHT. It will be seen that the starting-point is at the London Aerodrome, Hendon, from which the machines will "radiate" in various directions, returning each time to Hendon, where compulsory stops of different durations ranging from half-an-hour to one hour will be made. As we have remarked in these columns on a previous occasion, the race this year, as regards the planning of the course, has been based upon the German *Rundflug* of 1925, and the fact that the competing machines have to visit various towns should result in adding greatly to the interest of the race, as far as the provinces are concerned, without detracting in the slightest from the interest which Londoners can take. Thus, in principle, the course for the 1926 King's Cup Race may be said to be highly commendable. In the choice of turning points, however, it is possible some may think that towns with larger populations might have been selected, especially towns in which flying is not often seen. For instance, there is no particular object in sending the competing machines to Martlesham and back. That it is desired to interest the Royal Air Force is, of course, very natural and proper, but the R.A.F. might be counted upon to follow the race with the keenest interest in any case, and the sight of aeroplanes at Martlesham can scarcely be regarded as a novelty, since it is rumoured on good authority that aeroplanes are occasionally seen in that locality at other times during the year. With the choice of Cambridge as a turning-point few will probably quarrel. The Cambridge University has, until the formation of University Squadrons, shown much more interest in aviation than has Oxford, and well deserves to see something of the King's Cup Race. Both Coventry and Cheltenham have fair opportunities of seeing a certain amount of flying in their vicinity, although the choice of two towns in which aircraft is being manufactured, and in which consequently there are a large number of aircraft employees who may be expected to be keenly interested, can certainly easily be justified. Salisbury also is not excessively far removed from flying centres, so that another town might have been afforded the opportunity, but on the whole—and realising that London must necessarily be the hub of the radiating lines in spite of its somewhat "eccentric" (or should one say non-central?) location—the turning points are probably as conveniently chosen as could reasonably be expected.

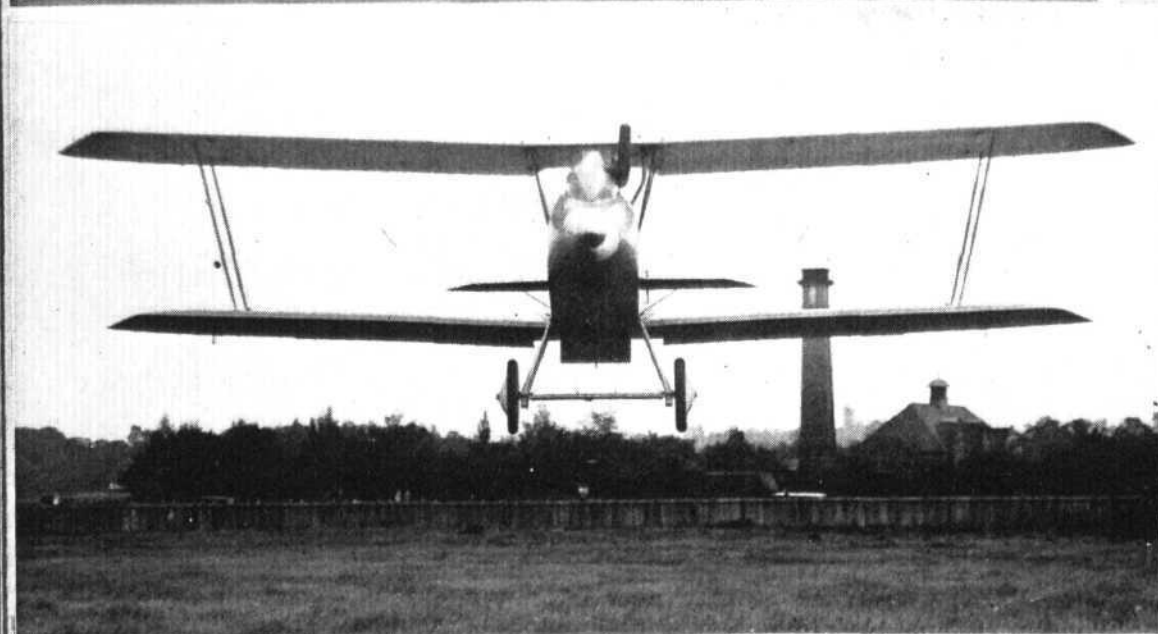
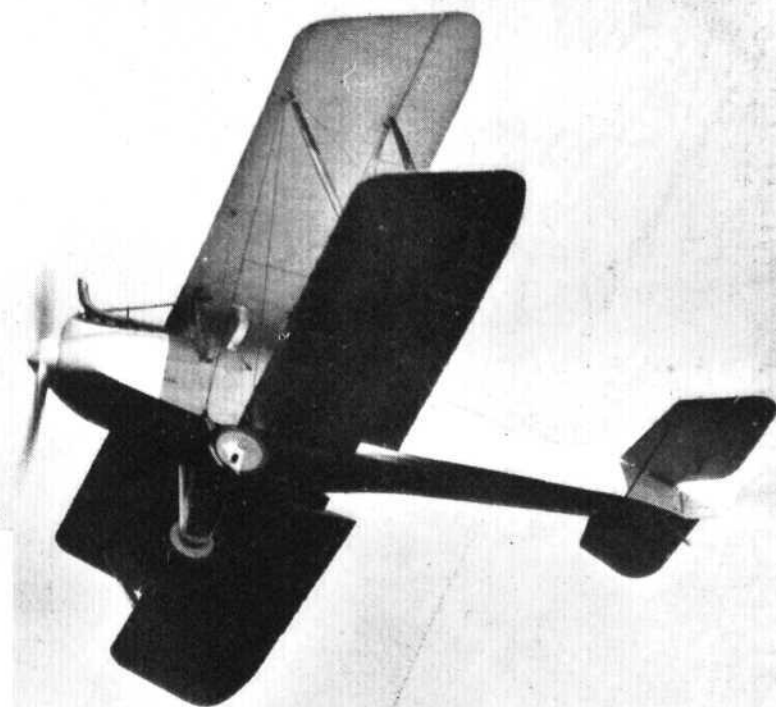
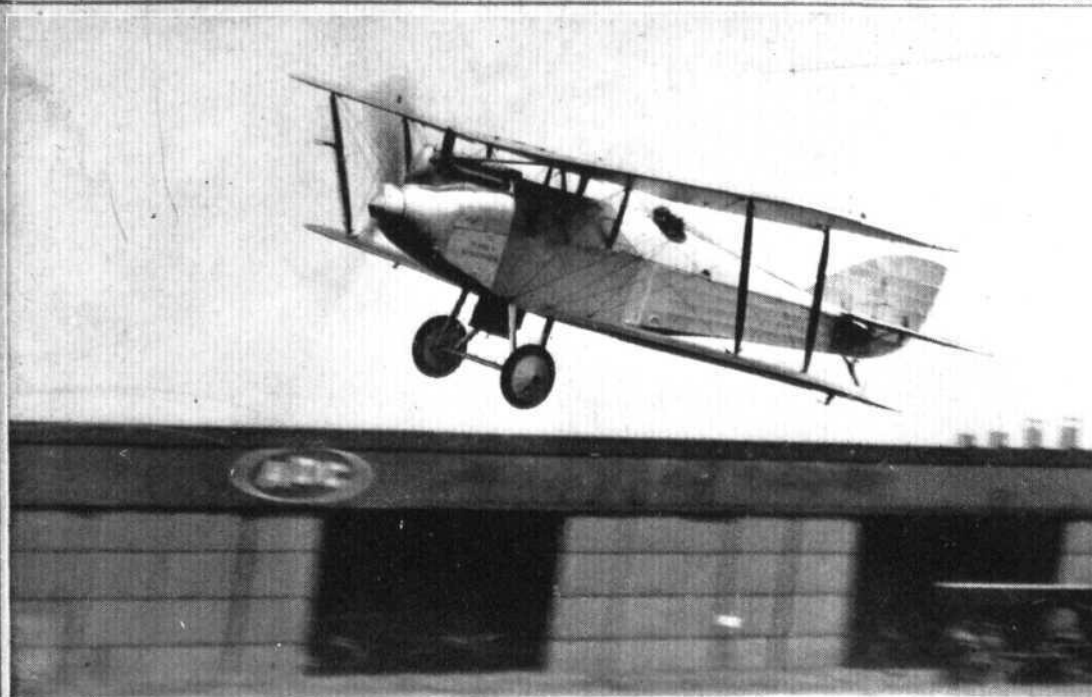
It will be observed that in no instance is it proposed to have the machines alight at the turning points. Consequently it has been necessary so to choose the turning points that their distance from London and back is within the capabilities of all the machines that may be expected to be entered. In the German *Rundflug* the machines did alight at the turning points, which were much farther from Berlin than are any of the English towns from London. But the

German competition lasted for more than a week, while it is desired to confine the King's Cup Race to two days. One obvious criticism does seem to arise: there does not appear to be any very good reason why the turning points on the second day of the race should necessarily be the same as those of the first day. By having a second set the radiating lines could have been more or less doubled, thus giving even more people an opportunity of seeing the machines.

The total distance to be covered each day is 724 miles, which will probably be quite far enough for some of the slower machines, and at the same time be a reasonably severe test of the faster ones. One cannot help thinking that by handicapping on a wing loading and power loading basis, without any reference to the wind conditions existing during the race, the slower machines may be rather severely handicapped if there should happen to be a strong wind on the two days of the race. A slow machine is, of course, more affected by wind than is a fast one, and in the days before the war it used to be customary to take this fact into consideration. The use of the formula (which was published in FLIGHT of April 15, 1926) will, however, simplify the work of the handicappers very considerably. Moreover, competitors will be able to work out their own as well as their rivals' "theoretical" speeds before the race, and there will be no question of the handicapper using his discretion as to the handicap of individual machines. The whole subject of handicapping will tend to become a purely mechanical and impersonal matter, and, although there may be objections to it, the use of the formula will have its advantages.

Touring by Air

It has often been stated that the English climate is not very suitable for the use of aircraft, and that the train services are already so good that but little gain in time can be effected. While these objections may hold true as regards regular air routes, it would appear that Colonel the Master of Sempill has proved, by his flight during the Whitsun holidays in a de Havilland "Moth" with "Cirrus" engine, that it is not only possible, but relatively easy, and certainly interesting, to go for a tour of England by air. A brief account of Col. Sempill's tour is published in this issue, illustrated by photographs taken by Mrs. Sempill, who accompanied her husband on the trip. There is no need to enter into detail here concerning the trip, but one or two points appear to stand out. Landing and taking off during the trip were effected in fields and on the sands of the foreshore, showing that specially prepared aerodromes are not essential. The housing question was solved by placing the "Moth," with wings folded, of course, in barns and garages, so that a machine which takes up as little space as does the "Moth" does not present a serious problem in this respect. Finally, the petrol and oil used during the flight were in all cases obtained from wayside garages, the "Cirrus" engine being so constituted that it does not require special fuels in order to function efficiently. Moreover, the average petrol consumption was in the neighbourhood of 20 miles per gallon, which is quite as good as the mileage obtained with many cars, while the average speed that could be maintained was, needless to say, approximately twice that possible in a motor-car. Altogether the trip was a fine demonstration of the use of the low-powered aeroplane for private touring.



[" FLIGHT " Photographs]

THE A.D.C. " Nimbus-Martinsyde " : These three views of the machine flying, piloted by Mr. H. H. Perry, serve to show the clean lines, especially the front view, the taking of which required considerable nerve on the part of the photographer, as the machine was approaching him " all-out." Mr. Perry " zoomed " about one second after this picture was taken.

ANOTHER INTERESTING A.D.C. MODIFICATION

The "Nimbus-Martinsyde"

RECENTLY yet another has been added to the list of machines modified by A.D.C. Aircraft, Ltd., so as to bring them up to date. This time, as before, Mr. John Kenworthy, the firm's chief designer, has chosen as his basis, so to speak, the good old Martinsyde F.4 (it will be recollected that some years ago A.D.C. Aircraft, Ltd., took over the goodwill of the Martinsyde firm), and has designed for it a new "nose" to take the A.D.C. "Nimbus" engine recently developed and re-designed by Major Halford from the original Siddeley "Puma," and which has now passed the British Air Ministry's type tests. The resulting combination is highly pleasing to the eye, as will be seen from the photographs of the machine on the

known as the "Nimbus-Martinsyde," and on a recent visit to Waddon, when we had an opportunity of watching it in flight, the new machine certainly gave an extremely favourable impression.

At the moment we are not permitted to give a detailed description of the "Nimbus-Martinsyde." This must be reserved for a future occasion, but the accompanying illustrations should speak for themselves, although they cannot, of course, give any indication of the speed and climb of the machine.

It is believed that there is a very strong probability of the "Nimbus-Martinsyde" taking part in the King's Cup

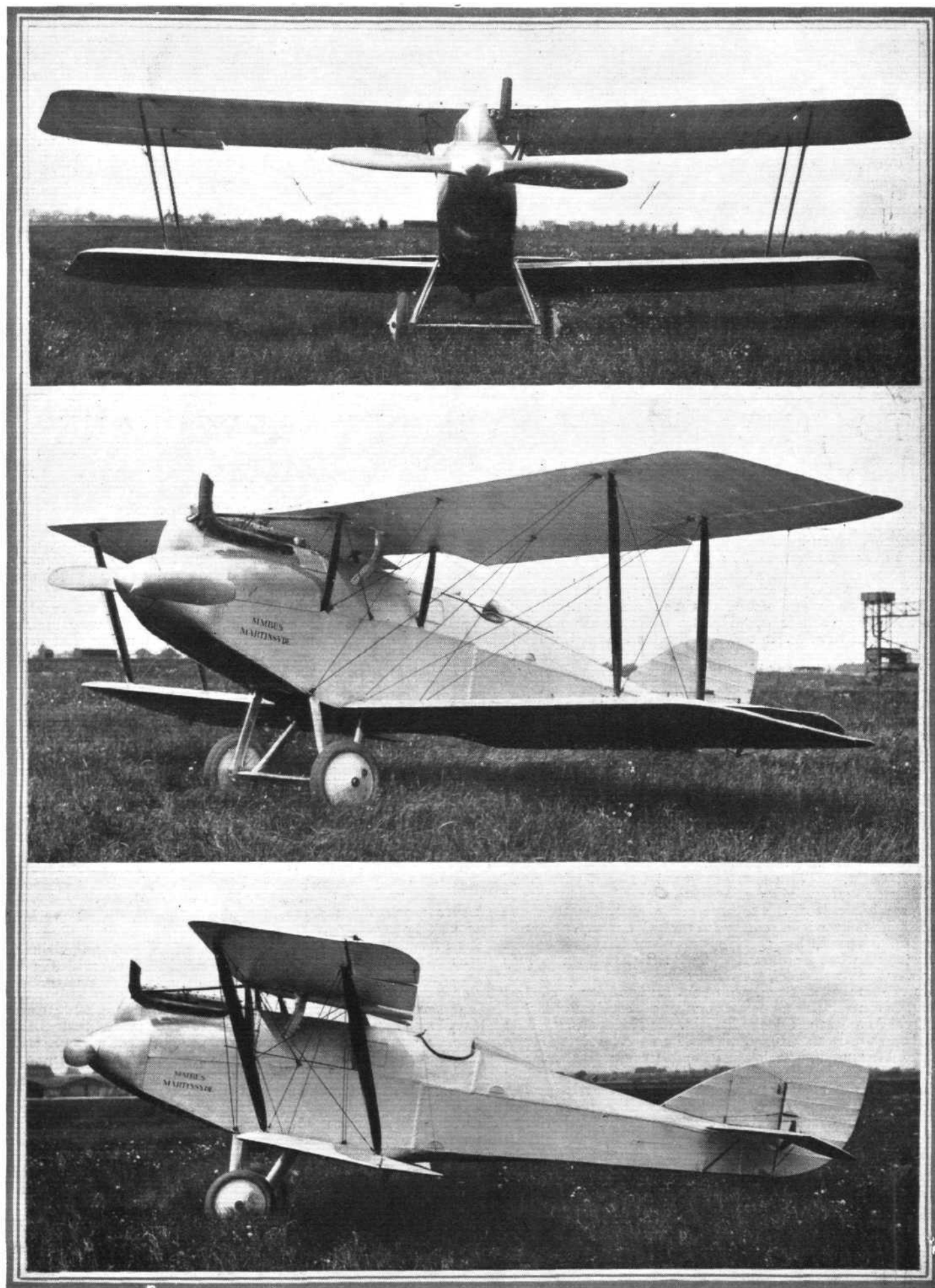


[“ FLIGHT ” Photograph]

A BROADSIDE : Mr. H. H. Perry flying the A.D.C. "Nimbus-Martinsyde" at Croydon aerodrome. The neat engine cowling is well illustrated in this view. (See also pp. 315 and 317.)

ground and in the air which appear on pp. 315 and 317. Mr. Kenworthy has designed a remarkably "clean" engine housing and cowling, and with the retractable radiator under the fuselage, the air flow round the nose promises to be particularly undisturbed. Preliminary test flights seem to indicate that this desirable state has been attained, as the machine certainly gives the impression of being extremely fast, and with an excellent climb. Performance figures are not yet available, as the machine has but recently been finished and there has been no opportunity for thorough tests, but Mr. H. H. Perry, the firm's chief test pilot, reports very favourably on the machine, which, incidentally, is to be

race, and as all aeroplanes taking part in this race are to be handicapped according to the new Royal Aero Club formula (based upon wing loading and power loading only), there should then be an excellent opportunity of determining whether or not the "clean" lines of the machine make a marked difference to the speed. Personally, we believe it will be found that this new machine will do well in the race, but this time alone can show. Incidentally, the "Nimbus" engine will also then have its first opportunity of taking part in a great race, so that from all points of view the behaviour of the "Nimbus-Martinsyde" in the race will be watched with interest.



[“ FLIGHT ” Photographs]

A POSSIBLE “ KING’S CUPPER ”: A.D.C. Aircraft, Ltd., have just produced this version of the Martinsyde F.4, fitted with the “ Nimbus ” engine designed by Major Halford. The conversion has been designed by Mr. John Kenworthy, who has managed to turn out an extremely “ clean ” machine, which should be useful for advanced training.

THE KING'S CUP AIR RACE

THE race for the King's Cup will be held at the Hendon Aerodrome on Friday and Saturday, July 9 and 10 next.

Course.—The course for each day is as follows:—

Hendon-Martlesham and back, 144 miles.

Compulsory stop at Hendon of 30 minutes.

Hendon-Cambridge and back, 90 miles.

Compulsory stop at Hendon of 30 minutes.

Hendon-Coventry and back, 160 miles.

Compulsory stop at Hendon of one hour.

Hendon-Cheltenham and back, 170 miles.

Compulsory stop at Hendon of 30 minutes.

Hendon-Salisbury and back, 160 miles.

Total, 724 miles.

Competitors.—The entrant and pilot or pilots must be British subjects. The entrant must be an individual and not a company.

The word "competitor" includes the entrant and all persons taking part in the race except passengers.

Aircraft.—The race is open to any type of aircraft. The aircraft, including the engine or engines, must have been entirely constructed in the British Empire.

Entries.—The entry fee is £10. This fee, together with the entry form, must be received by the Royal Aero Club, 3, Clifford Street, London, W. 1, not later than 5 p.m. on Friday, July 2, 1926. The entrant is responsible for the accuracy of all particulars supplied by him to the club relating to the aircraft and engine. The officials may require the entrant at his own expense to verify these particulars after the race, and for this purpose may require part of the engine to be taken down for examination.

Handicap.—The aircraft will be handicapped on a time-allowance basis for the two courses, and half of the total handicap will be allotted to each course.

The handicapping will be by formula, particulars of which may be obtained on application to the Royal Aero Club.

Full regulations and details as to the turning points will be announced later.

TO THE NORTH POLE BY AEROPLANE

Commander Byrd Entertained at the Royal Aero Club

ON Friday of last week, May 28, Lieut.-Commander Richard Byrd, U.S.N., and three of his companions were entertained at a luncheon given by the Royal Aero Club of Great Britain, presided over by Lieut.-Col. Frank McClean. The *Chantier*, the steamer on which Commander Byrd's expedition made the trip to Spitzbergen and back, had arrived at Gravesend at 10 o'clock the night before, so that the Royal Aero Club took the very earliest opportunity to entertain the men who had been the first to reach and return from the North Pole by air.

Lieut.-Col. McClean said that such meagre information concerning Commander Byrd's flight to the Pole and back as was available had been obtained from the general press, and as the flight occurred at a time when this country was suffering from the effects of the general strike, comparatively little had become known concerning the details of the flight, and he would therefore leave it to Commander Byrd to tell his own story of the wonderful achievement. Before calling upon Mr. T. O. M. Sopwith to say a few words as Chairman of the S.B.A.C., he would point out that Commander Byrd's venture was not subsidised in any way by any Government, and was of the purely private and sporting type which we in this country admired so much.

Mr. T. O. M. Sopwith said it seemed to be a very small gathering to mark a very great event, and he pointed out how remarkable it was that after the struggles to reach the North Pole which had preceded Commander Byrd's successful attempt, by making use of aircraft they were successful at what he described as "the first flick." This was a very great triumph for aviation.

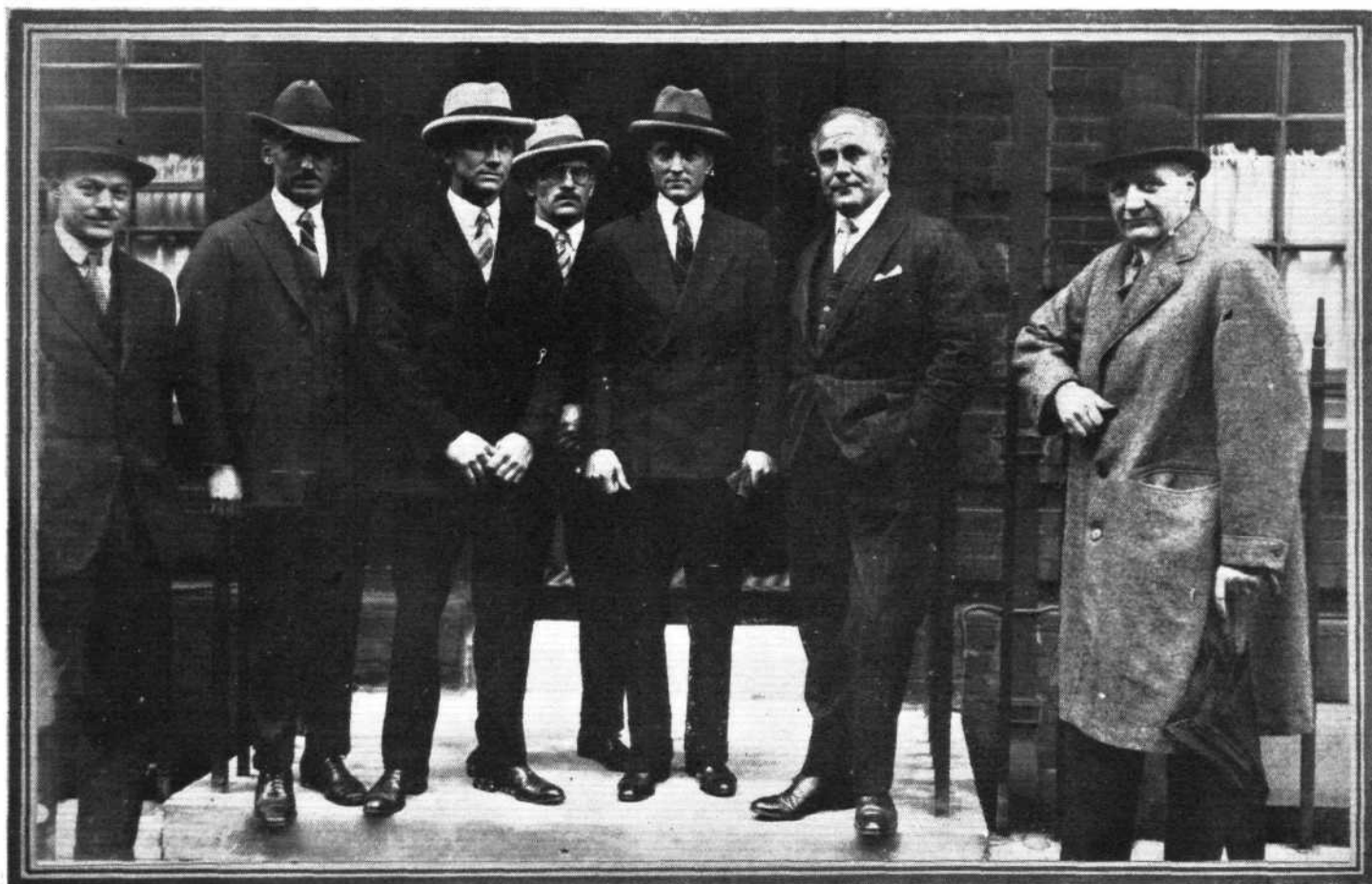
Lieut.-Commander Byrd, who was received by loud and prolonged applause, said he was very pleased indeed that the Royal Aero Club of Great Britain, the oldest and greatest of all the world's aero clubs, should be the first to welcome him and his companions home from their Polar flight. He was, he said, very pleased that the chairman had referred to the fact that the venture was a purely private and sporting one. The ship in which they had made the trip to Spitzbergen carried a crew of 50 all told, all of whom were volunteers, and all of whom had put their very best into the venture. Before coming to the North Pole flight itself, Commander Byrd recalled that his first glimpse of England was obtained from a stretcher. At the time he was a midshipman in the U.S. Navy, and was brought ashore to go into hospital.

Commander Byrd referred to the sad accident to the airship R.38, in which so many American and British lives were lost. He himself was to have made one of the members of the crew of R.38, but arrived too late to go up. In the accident he lost a great number of friends, and he himself rescued the body of General Maitland from the wreckage. He paid a warm tribute to the work and courage of General Maitland, and said that when found, General Maitland's hands were grasping the life lines, which showed that right up to the end he had done the only thing he could do to try to save the airship, and he died, as he had lived, a very gallant gentleman.

Commander Byrd next recalled briefly the various attempts that had been made to reach the North Pole by air, and related how he was with the Macmillan expedition last year, and told a story of how, during a flight in the intensely cold atmosphere engine trouble developed in one of the engines, and how Mr. Floyd Bennett, his pilot on the polar flight, climbed out on the wing with a spanner and put the trouble right. To appreciate what such an act of bravery meant one had to recollect that the cold was so intense that in a very short time face and hands became frostbitten.

Turning to the North Polar flight itself, Commander Byrd gave a very vivid account, told in the most breezy manner, of their adventure. He went to the Secretary of the Navy to get leave for himself and his companions, and although this was granted he was told that he was starting from the wrong end, and that he should have chosen Alaska as his point of departure for the flight. With this view he did not agree, since it was something like 1,200 miles from Alaska to the Pole. By choosing Spitzbergen as the base this distance was reduced to something like 650 miles. Commander Byrd caused a great deal of amusement by relating how he went to an American millionaire and asked for financial support. When this millionaire heard on what kind of a ship it was proposed to reach Spitzbergen he said he would not give Commander Byrd one cent, as they would never reach Spitzbergen, let alone the North Pole. He would, however, give Commander Byrd 10,000 dollars on his return, "to pay for the wreckage." Fortunately, there was no wreckage, but Commander Byrd expressed his determination to trouble the millionaire for his 10,000 dollars.

On reaching Spitzbergen it was not found possible to tie up the *Chantier* at the wharf, and so other means had to be found for getting the machine ashore. Ultimately the problem was solved by lashing together four lifeboats, upon which the machine was ferried ashore through the slush ice. If the wind had turned and blown off-shore, the machine would probably have been blown out to sea and lost, but fortunately the wind did not turn and the machine was safely landed. The preparations for starting the flight were soon completed, and a runway had to be prepared for the take-off. The first attempt was made with what was considered the best pair of skis for the machine, but one of the skis broke, and the attempt was unsuccessful. The next best pair of skis was put on, and a test flight was successfully made. Then Commander Byrd described how everything was ready for the start and how he and Bennett said goodbye to their companions, cinematograph films were taken, and all was ready for the commencement of the flight. The machine started to taxi, but by the time it got to the end of the runway it was still not lifting and they finished up in a large snow-drift. After that Commander Byrd decided there should be no more official leave-taking, or cinematograph film shooting, and the actual start was made more or less unexpectedly, after the machine had been lightened of some of the petrol carried, and everything that he considered could



[" FLIGHT " Photograph]

WELCOMING THE POLAR AVIATORS : Our photograph, taken on the arrival at the Royal Aero Club last week of Commander Byrd and his companions, shows, from left to right : Commander J. C. Hunsaker, U.S.N., Lieut. A. B. Parker, U.S.M.C., Aviation Pilot Floyd Bennett, U.S.N., who piloted the machine to the Pole, Lieut. G. O. Noville, engineer-in-charge of the expedition, Lieut.-Commander R. Byrd, U.S.N., chief of the expedition, Lieut.-Commander Harold Perrin, Secretary of the Royal Aero Club, and Captain W. C. Watts, U.S. Naval Air Attache.

be spared. Almost immediately after the departure he discovered that Mr. Bennett was eating, and he then found out that several of the things which he had taken out had been surreptitiously replaced on board the machine by Bennett and by the ship's doctor. Among these things were two large vacuum flasks with hot tea, and very glad he was to find them on board.

Concerning the actual flight, Commander Byrd said there was really very little to tell. A bright sun favoured the trip throughout, and this enabled him to make use of the sun compass, without which the navigation of the machine to the Pole and back could not have been carried out, as the magnetic compass was practically useless in those regions. Of land and living beings there was no sign, and there were very few lanes in the ice. Here and there a wide expanse of snow seemed to indicate the possibility of landing, but he was fairly certain that had they attempted to land they would not have found the ice strong enough to carry the machine, and would probably have gone through. When his calculations indicated that they were within about one hour's flight of the Pole, he discovered that the starboard oil tank was leaking, and scribbled a note to Bennett calling his attention to the fact, asking what would happen to the engine. The scribbled reply he received was brief and to the point, and read " It will stop." This was not very reassuring, but he decided to make the experiment of throttling the starboard engine right down to see if they could fly on the two remaining engines. This it was found quite easy to do, although the speed was reduced to 60 m.p.h. It was decided to open out the engine again until the Pole had been reached, if it would last as long as that, and then if necessary make the return flight on the two engines. The engines did not stop, however, and after the flight was over and an

examination was possible, it was found that a rivet in the tank had fallen out and had caused the leak. As soon as the oil reached the level of the rivet there was no more leakage, and the engine consequently continued to run. In this connection he pointed out that great credit was due to Lieut. Noville, engineer in charge of the expedition who, against the advice of almost everybody, had decided to use a very thick oil for the polar flight.

On reaching the North Pole, the two aviators circled round for 14 minutes, and after a silent salute to Commander Peary, the first man to reach the North Pole, the return journey was commenced, and was completed without incident. Commander Byrd had his nose frostbitten through standing with his head out of the trap door in the top, in order to use one of the sun compasses, but beyond that neither suffered any inconvenience from the intense cold, as the clothing worn kept them comfortably warm.

In conclusion, Commander Byrd said that he felt that he personally was entitled to no credit for the flight, but that most of it ought to go to Mr. Bennett, who piloted almost throughout, and to Lieut. Noville for the excellent condition in which machine and engine were before the start of the flight.

Mr. Floyd Bennett referred to Commander Byrd's remarks that he took very little of the credit for the flight. In point of fact Commander Byrd had by his excellent navigation played a much bigger part in the flight than he had, and he estimated that if they had been something like 25 miles out on reaching the neighbourhood of the North Pole, by the time that error had been doubled on returning along the same route, they would never have hit Spitzbergen at all at the end of the flight, and this would show how important good navigation was on such a flight.

Cairo-Karachi Engine Tests

ARRANGEMENTS are being completed for an Imperial Airways pilot, Col. Minchin, to carry out a further test of the Bristol " Jupiter " engine, which is to be used in the machines

on the Cairo-Karachi service to be started next January. The route to be taken is Croydon-Dijon-Pisa-Taranto-Athens, Sollum-Cairo, and return—a total distance of about 4,870 miles, including a sea crossing of 400 miles via Crete.

A WEEK-END WITH A LIGHT 'PLANE

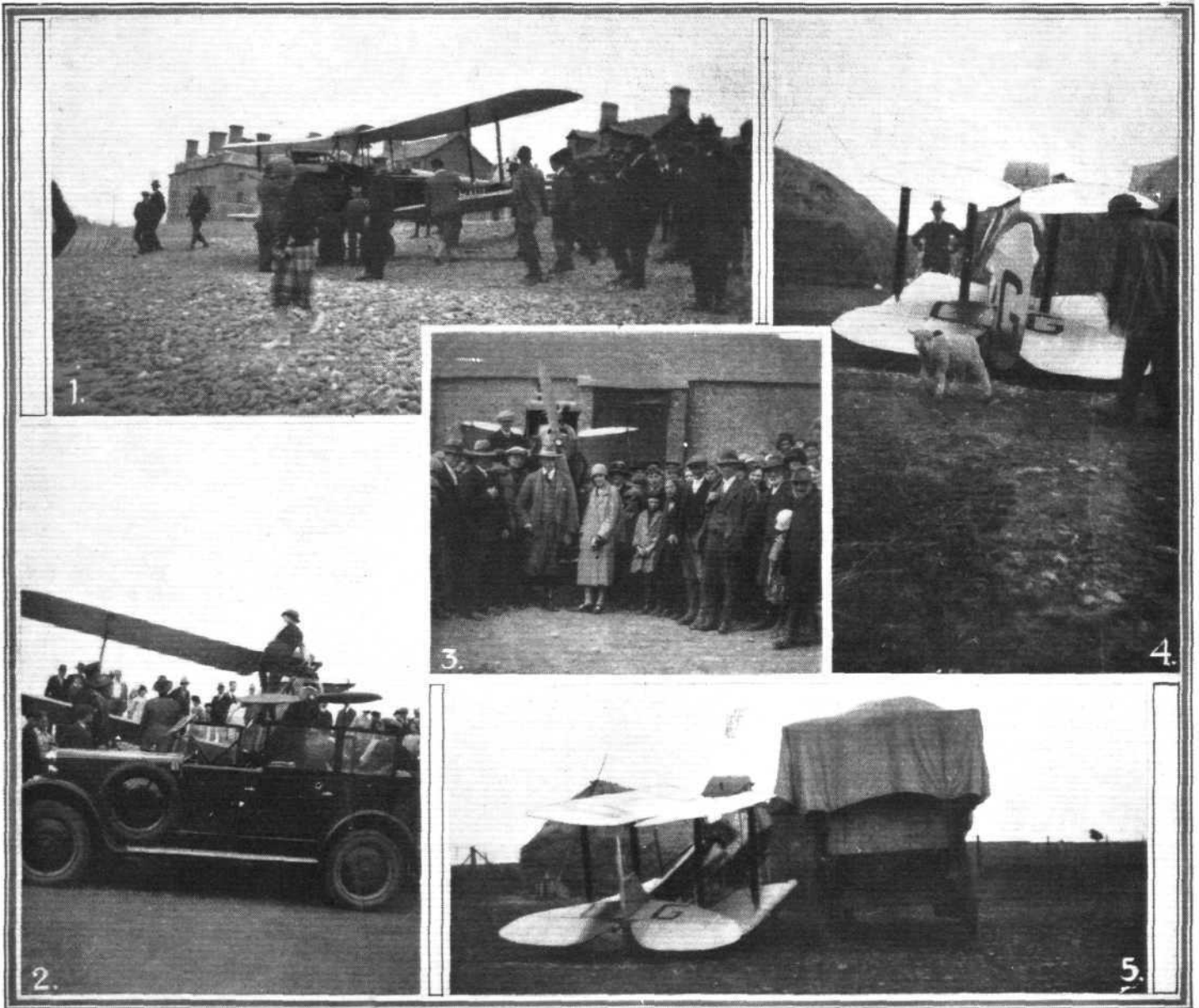
The Master of Sempill's Practical Demonstration

MUCH has been said, and written, regarding the advantages and possibilities of aircraft for the private owner, especially in the case of light 'planes. Seldom, however, has such a practical demonstration of the claims made in this respect been presented as that accomplished by Col. the Master of Sempill last Whitsuntide.

Leaving Stag Lane aerodrome, accompanied by Mrs. Sempill, in a D.H. "Moth" fitted with a 27-60 h.p. A.D.C. "Cirrus" engine, on the morning of May 22, he covered some 800 miles of English country during the following five days, landing when and where he wished, and never going near an

"Moth" was taken down to the sands, and a start made for a long trip to Devon. The route taken was via Lampeter, Carmarthen, Llanelli, Swansea, and Porthcawl. From Porthcawl they flew across the Bristol Channel to Lynton, thence to Barnstaple and Instow, where they landed on the sands and refuelled from a local garage.

Proceeding from Instow, Col. Sempill flew across Devon to Exeter, landing there in a field at Morchard Bishop. Here they were the guests of Lord Portsmouth, with whom they spent the night, having housed the "Moth" in a farmyard. The following morning they flew to Cheltenham, via the valley



AN AERIAL WEEK-END : We show above some photographs taken during Col. the Master of Sempill's and Mrs. Sempill's Whitsun tour of 800 miles in a D.H. "Moth." 1. Wheeling the "Moth" up the beach at Borth on the Welsh coast. 2. Folding its wings at Borth prior to being housed in an hotel garage. 3. Lord Portsmouth receives his visitors at Morchard Bishop, Devonshire. 4. A farmyard inhabitant at Morchard Bishop ignores the "Moth." 5. How the "Moth" spent the night at this Devonshire farmyard.

aerodrome or aeroplane hangar during that time. In fact, the machine was housed at night time either in a local garage or a farmer's shed, whilst petrol for the trip was obtained from the ordinary roadside garages.

Their destination on the first day was Aberystwyth, and having spotted a suitable field near Sherborne, they made the first stop here for petrol *en route*. Flying via Tewkesbury and Hereford, they proceeded to the Welsh mountains, circled Cader Idris, and thence to Barmouth and along the coast to Aberystwyth. Here they landed on the fine strip of sand at Borth, and, having folded the wings of the "Moth," wheeled the machine a short way by road to an hotel, where it was housed in the garage.

Sunday was spent at Aberystwyth, and on Monday the

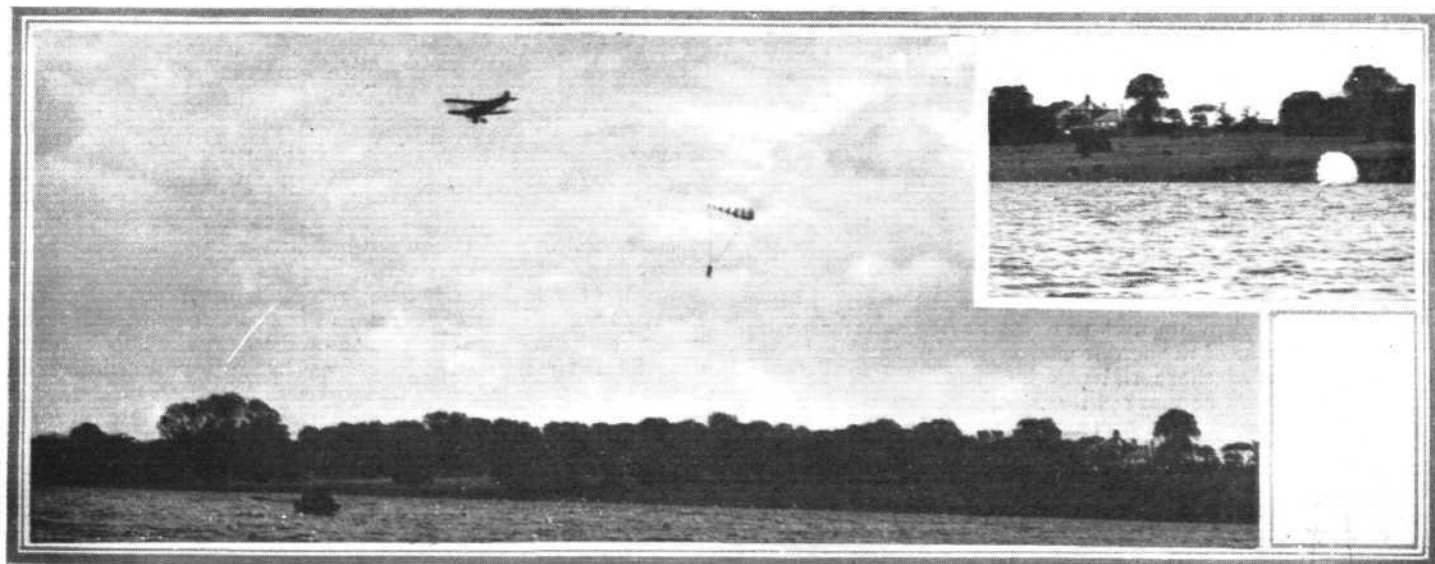
of the Exe, Minehead, and along the Bristol Channel and the Severn. Arriving safely at Cheltenham, they landed on Cleeve Common, and lunched with some friends, after which they continued on to Broadway, Worcestershire, where the night was spent. The next day they concluded their enjoyable trip by returning to Stag Lane, which was reached before 11 a.m.

Altogether, the 800 miles were covered in 12 flying hours, and approximately 40 gallons of petrol and 12 pints of oil were used, which compares very favourably with the fuel consumption of a medium-sized car. Both thoroughly enjoyed the flight, and no trouble of any description was experienced—in fact, both voted it much more pleasant than motoring.

A LIFE-SAVING DEMONSTRATION

AN interesting double purpose demonstration, of two life saving appliances for use on aircraft, was given at the Welsh Harp, Hendon, on Tuesday, when a passenger in an aeroplane made a parachute descent from the machine into the water of the Welsh Harp. The main object of this demonstration was to introduce a new type of parachute and to present a practical proof of the claims made by its inventor regarding certain important improvements in its design over existing

We would state, however, that the method of folding is extremely simple to operate—one man can fold a parachute (540 sq. ft. area) single handed in about 20 minutes—and this method ensures the rapid but gradual horizontal opening of the dome, absorbing and reducing very considerably the shock at limit of extension. The average of numerous exhaustive tests conducted by the French Air Force shows a complete opening at 32 ft. in $1\frac{1}{3}$ seconds after leaving an aeroplane



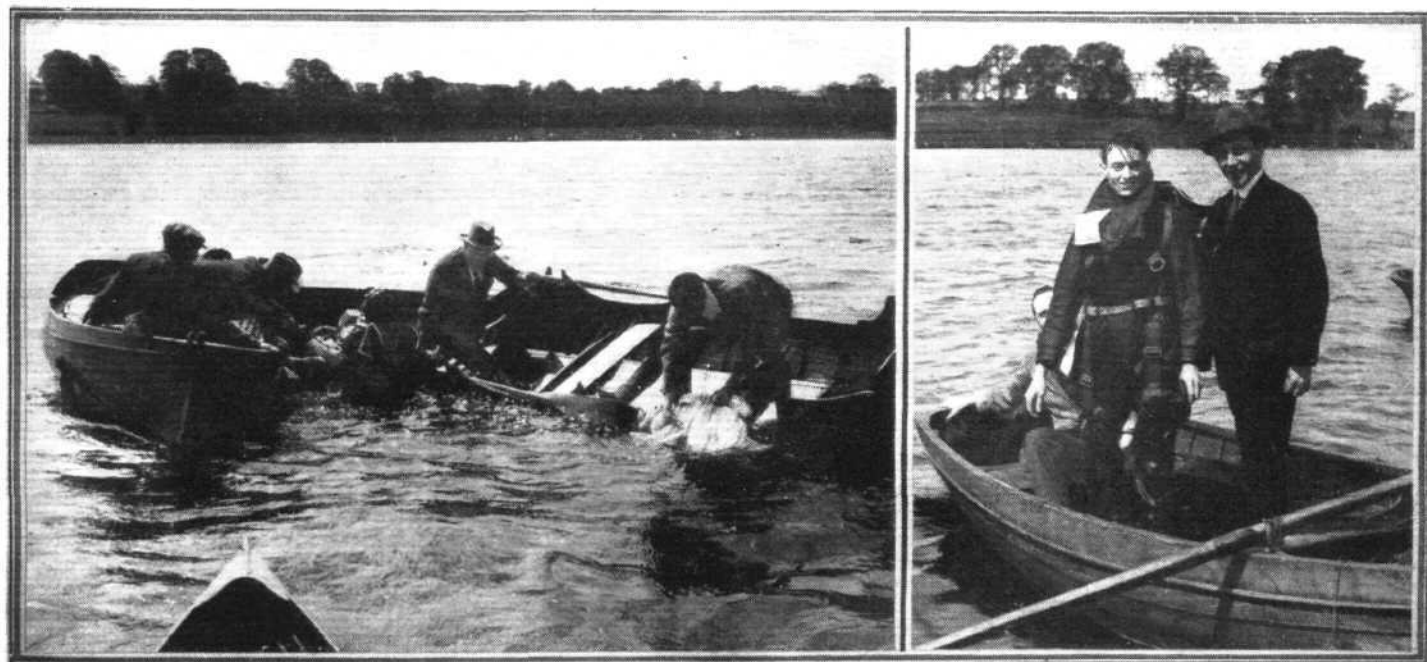
A LIFE-SAVING DEMONSTRATION : M. Navarre making a parachute descent into the Welsh Harp, Hendon, from a D.H.9, piloted by Mr. Alan Cobham. Inset : The airman, wearing an Evans buoyant suit, and the parachute in the water.

types. The second object of the demonstration was to show the qualities of a buoyant suit for aviators, which is intended to keep the wearer afloat in water.

Particulars of the latter device—the Evans Unsinkable Life-saving Garment—have already appeared in *FLIGHT*, and we will, therefore, only make passing reference to it here. As regards the parachute (British Patent No. 237,612), which is the invention of Mons. R. Couptin and H. Navarre, both of

flying at 120 m.p.h., the rate of descent being 15 ft. per sec. The shock at extension is only about 330 lbs. with absorbers, or 715 lbs. without. The total weight of this parachute, including container, does not exceed $15\frac{1}{2}$ lbs., the size of the container or pack conforms to the regulation $23\frac{1}{2}$ ins. by $13\frac{1}{2}$ ins. by 4 ins.

On Tuesday's demonstration, M. Navarre—the French pilot and inventor, ascended from Stag Lane Aerodrome in a



A LIFE-SAVING DEMONSTRATION : Assisting M. Navarre and the parachute out of the Welsh Harp (left), and (right) Maj. Evans congratulates M. Navarre on his "high dive."

France, this possesses, as an improvement over existing types, a special form of horizontal folding, resulting in a rapid and reliable functioning of the parachute. This week we do not propose to do more than but briefly refer to its features and to report the actual demonstration, but in a future issue of *FLIGHT* we will describe this ingenious, but simple, apparatus in greater detail.

D.H.9 piloted by Mr. Alan J. Cobham. He was wearing an Evans buoyant suit and the new parachute, and on arriving over the Welsh Harp, after the machine had circled the lake once or twice, he jumped from an altitude of 200 ft. Immediately he was clear of the machine it was observed that the parachute was wholly clear of the pack and appeared to open instantaneously. It is quite safe to say that after it had

dropped 100 ft. it had fully opened and was in absolutely normal flight. Navarre landed in the lake with little more "splash" than that accompanying an ordinary high dive, and after being towed a short distance remained floating comfortably well out of the water—Navarre, by-the-way, cannot swim!—thanks to the Evans suit. After "sitting" thus for his portrait he was assisted out of the water and came ashore. It may be mentioned that whilst in the water

sundry "Moths" and other D.H. machines made numerous dives at the "unfortunate victim" to shoot him out of his misery—photographically.

Major H. H. Evans, who is responsible for the unsinkable suit referred to, has the sole manufacturing and sale rights, in Great Britain and the Colonies, of this parachute, and will be pleased to give further particulars on applying to his temporary office, 24, Craven Street, Strand, W.C.2.

AIR MINISTRY NOTICES

Andover Aerodrome: Obstruction

PILOTS who may have to land at Andover are warned that special care should be taken not to land in the vicinity of the word "Andover" marked on this aerodrome, on account of chalk mounds.

(No. 20 of 1926.)

Manston Aerodrome: Obstruction

It is hereby notified:—

Pilots who may have to land at Manston are warned that two W/T masts, 30 ft. high, are being erected in the centre of the E. side of the south aerodrome. These masts will shortly be replaced by masts 70 ft. high, and will be additional to the two 70 ft. masts and the two 30 ft. masts already erected on this side of the aerodrome, as notified in A.P.M.S. 2.

The direction of the aerial will be W.N.W. and E.N.E., and the lead-in will be marked by streamers.

(No. 21 of 1926.)

General Rules for Air Traffic: Royal Air Force

Exceptions

It is notified that the General Rules for Air Traffic comprised in Section III of Annex D of the International Air Convention, and reproduced in Section III of Schedule IV to the Air Navigation (Consolidation) Order, 1923, are observed by all Royal Air Force aircraft, except in the following circumstances:—

- (a) During air fighting practice.
- (b) During formation flying, training or practice.
- (c) When aircraft of experimental units are engaged in research.

LIGHT PLANE CLUB DOINGS

London Aeroplane Club

The total flying time for the week was 41 hrs. 30 mins. The following members had flying instruction:—Miss O'Brien, G. Eady, J. H. Saffery, G. W. Hall, J. G. Links, J. G. Parkinson, Miss Terry, G. Black, E. Cooper, Capt. G. T. Godfrey, N. J. Hulbert, E. D. Moss, A. J. Richardson, J. A. Simson, H. R. Presland, R. C. Presland, Major Beaumont, R. Malcolm, C. E. Murrell, G. Wallcousins, R. V. Banks, Miss Clode, A. H. Dalton, G. Quirk, O. J. Tapper, S. O. Bradshaw, K. V. Wright, O. J. Marstrand, G. H. Craig, L. J. C. Mitchell, A. Lees, B. B. Tucker.

The following members flew solo:—Sir John Rhodes, Bart., Major K. M. Beaumont, W. Hay, E. S. Brough, A. Lees, G. Wallcousins, A. R. Ogston, N. J. Hulbert, G. H. Craig, W. Roche Kelly, R. Malcolm, C. E. Murrell, A. H. Dalton, L. J. C. Mitchell, J. S. M. Michie.

On Thursday, May 27, 1926, the following Members passed the flying tests for their Aviators' Certificates:—A. R. Ogston, G. H. Craig, E. S. Brough, D. Kittel, Sir John Rhodes, Bart., N. J. Hulbert.

During the recent strike the two club "Moths" were used for the transport of newspapers. The total flying time was 98 hrs. 25 mins.

The pilots were as follows:—Capt. F. G. M. Sparks (46 hrs. 10 mins.); G. T. Witcombe (39 hrs. 55 mins.); Squadron-Leader M. E. A. Wright (12 hrs. 20 mins.).

The Club Ground Engineer, J. S. M. Michie, accompanied the machines to the various bases and it is satisfactory to record that during the whole period of the strike the club "Moths" were constantly flying and accomplished a distance of 6,609 miles.

The Newcastle-upon-Tyne Aero Club.

FLYING report for week ending May 30.

Totals:—LX, 7 hrs. 5 mins.; LY, 24 hrs. 45 mins.; total flying time, 31 hrs 50 mins.

The following members flew under instruction, with Major Packman:—Mrs. Marcks, Miss Leathart, Colonel Sir Joseph Reed, Messrs. J. Bell, Thirlwell,

Pilots are therefore warned to be particularly on the alert in the vicinity of Royal Air Force aerodromes, and to give way to formations of aircraft. In doing so they should observe the same rules as would apply between a flying machine and an airship.

(No. 22 of 1926.)

GROUND ENGINEERS

Plunger Switches of R.A.F. Mark H type

It is notified that in the case of aircraft fitted with plunger switches of the R.A.F. Mark H type, the following action should be taken:—

(1) After the stranded conductors have been secured under the terminal screws at the rear of the switch, these connections are to be firmly soldered up to the screw heads and the body of the switch to prevent the possibility of the cables becoming disconnected under vibration.

(2) Lengths of insulating sleeving of an appropriate internal diameter should first be threaded on the cables before these are connected to the switch; after the connections have been made as described in (1) above, this sleeving is then to be slid back into position so as to cover all exposed conductors, and is to be secured in position by a whipping of waxed thread.

(3) At the earliest opportunity the plunger switches of this type should be removed and replaced by others of an approved pattern.

(4) Attention is specially directed to the fact that certificates of airworthiness will not in any case be renewed until the substitution referred to in (3) above has been carried out.

(No. 2 of 1926.)

Shaw, George, W. Todd, Mesegaes, Bruce, Somerville, C. Thompson, Twine, Stewart, Campbell, Phillips, Palmer and Dr. Dixon. Advanced dual, Mrs. N. S. Todd.

Pilot members with passengers:—Mr. W. Baxter Ellis with Mr. N. S. Todd, Mr. Walker, Mr. W. C. Waller, Mr. Munro Sutherland, Capt. H. J. Armstrong. On Saturday, Mr. Ellis flew to Carlisle bringing back Capt. Armstrong, Hon. Auditor to the Club, to enable him to be present at the General Meeting of the Club, the time for the return journey being 1 hr. 50 mins.

Mr. P. F. Heppell flew with, as passengers, Mr. N. Easey and Capt. W. H. Leete.

Mr. N. S. Todd, with Miss Snowball, Mr. Twine, Mr. Callender, Mr. Maden and Mr. J. Bell. Mr. R. N. Thompson, with Mr. Balfour, Mr. Lawson, Mr. Carr and Mr. Wilkinson.

The first Annual General Meeting of the Club was held in the Club house on Saturday, May 29. There was a good attendance of members. The President, Colonel Sir Joseph Reed presided, the report of the Council being presented by the Chairman, Mr. W. Baxter Ellis.

The President and Vice-Presidents were re-elected unanimously (list below). Major Graham was elected Hon. Auditor, vice Capt. Armstrong, elected to the Committee, and Dr. Eric C. Dagger was re-elected Hon. Doctor.

President: Colonel Sir Joseph Reed. Vice-Presidents: The Rt. Hon. The Lord Mayor of Newcastle-upon-Tyne (Councillor Anthony Oates); The Sheriff of Newcastle-upon-Tyne (Councillor R. J. Thompson); F. B. Atkinson; J. B. Bainbridge; Colonel H. S. Bell; V. E. Berry; Councillor W. B. Ellis, J.P.; Engineer-Commander C. J. Hawkes, R.N.; Brigadier-General Sir Joseph F. Laycock, K.C.M.G., D.S.O.; C. E. Layne; Councillor J. W. Leech, M.D.; Alderman Hugh Horton, J.P.; The Rt. Hon. the Viscount Ridley; Sir Archibald C. Ross, K.B.E.; Admiral W. F. Slayter, C.B., R.N.; Sir Arthur M. Sutherland, Bart., K.B.E., J.P.; E. G. Tebutt; Thos. Todd; R. Whitfield. Hon. Doctor: Eric C. Dagger, M.D., M.B., B.S. Secretary: Alex. H. Bell, Cramlington Aerodrome. Hon. Auditor: H. J. Armstrong. Hon. Treasurer: Brian M. Dodds, 61, Quayside, Newcastle-upon-Tyne.

ROYAL AERONAUTICAL SOCIETY



Students' Section.—The concluding meeting of this session of the Students' Section, which was to have been held on May 31, when Mr. Handley Page (Fellow) was giving an address on "The Future of Aviation," had, unfortunately, to be cancelled as, owing to pressure of work, Mr. Handley Page was unable to attend.

The visit to Farnborough, which was postponed owing to the recent general strike, will be held on June 16, unless the present coal stoppage interferes with the work going on there. Meet at Waterloo

main-line booking office at 10 a.m. unless further notice is given.

Will those students who require application forms for the Appointments Board send a card to the Secretary? The forms have been held up at the printers owing to the strike, but will be sent out as soon as possible.

Students and members are reminded that the Society's Examination for Associate Fellowship will be held on September 20 and 21, provided that sufficient entries are received. Entries must be sent in not later than Monday, August 23, 1926.

S. SCOTT HALL,
Hon. Secretary, Students' Section.

THE ALDERSHOT COMMAND TATTOO

THE Aldershot Command Tattoo, which has been an annual event for some years past, has always been a very popular one—mainly, perhaps, so far as the Aldershot neighbourhood is concerned, although no doubt many of its spectators have journeyed from afar specially to see it. Since the wonderful Torchlight Tattoos at Wembley in 1924 and 1925, and the more recent successful Tattoo at Birmingham, many thousands of the British public, from all parts of the country, have experienced a taste of this inspiring form of entertainment, and it can safely be said that the "Tattoo habit" has caught on.

This year's Searchlight Tattoo at Aldershot—which is to be presented at Rushmoor on June 15, 16, 17, 18 and 19—will therefore probably draw many more spectators from more distant parts. And it will be well worth it, for a truly magnificent historic spectacle has been prepared, in which three famous fragments of British history will be enacted—the Battle of Hastings, October 14, 1066; the Battle of Agincourt, October 25, 1415; and the Balaclava Charge of the Light Brigade, October 25, 1854.

Some 3,000 officers and men will take part in this tattoo—1,000 of this number being responsible for the musical side which will form a by no means minor item in the programme. The 2,000 actors in the three episodes have taken up their parts with an extraordinary keenness, and each of the events

will be portrayed with a remarkable degree of accuracy to detail as regards equipment, etc., thanks to the unique knowledge in this respect of Capt. Herbert Oakes Jones, M.B.E., who contributed so much towards the successes of the Wembley and Birmingham Tattoos.

We are afraid there is but little to do with aviation in all this—but the Tattoo is, of course, organised for the benefit of military charity funds, and we wish everyone who can to support it, and see it, and enjoy it. But stop—there is a connection with aviation. In two of the events, the Battles of Hastings and Agincourt, the main feature is centred around the extensive use of arrows, used with such deadly effect by the famous bowmen in these historical episodes. The staging of this early method of aerial warfare in the Aldershot Tattoo presented a somewhat difficult problem, *i.e.*, the employment of arrows that would be realistic but innocuous. However, an ingenious Aldershot officer has contrived such an arrow. These arrows are cut from the rushes which grow in the marshy soil beside the Test, and when dried are as light almost as thistledown, although incapable of stable flight. The aforementioned officer has, however, by some means or the other, induced them to function at the hands of the archers with absolute realism—yet without fear of the slightest harm to man or beast. They fly well, if not with William Tell accuracy.



To be Married

The engagement is announced between Group Capt. CHRISTOPHER L. COURTNEY, C.B.E., D.S.O., R.A.F., youngest son of Mr. W. L. Courtney, M.A., LL.D., and CONSTANCE (MICKIE) RAYSON, elder daughter of Mr. G. Edward GREENSILL of H.M. Office of Works and Cannock, Staffs.

The marriage between ALAN INCELL RILEY, A.F.C., R.A.F., son of Mr. George Riley, of Clacton, and ELLA ADELE, daughter of the late Mr. S. G. VAN OS and Mrs. VAN OS, of 59, Edith-Road, Kensington, W. 14, will take place at St. Mary Abbot's Church, Kensington, on June 19, at 2.30 o'clock.

The engagement is announced between NORMAN SLADDEN (late Maj., R.A.F.), youngest son of Mr. and Mrs. H. Sladden,

of The Mall, Southgate, N.14, and MARGARET EVELYN, younger daughter of Mr. and Mrs. E. A. LANKESTER, of Avenue Road, Leicester.

The engagement is announced between GEOFFREY C. STEMPE, R.A.F., eldest son of the late Mr. C. S. Stemp and Mrs. Stemp, of Streatham Common, to FRIEDA, eldest daughter of Mr. and Mrs. J. GREVENER, of Highmore, Streatham Common, S.W.

Killed.

Lieut. PETER GRANVILLE SMITH, R.N., attached R.A.F.; who died on May 21 at Dundee, as the result of a flying accident at Leuchars, Fife, aged 23, was the only son of the late Commander Herbert Granville Smith, R.N., and stepson of Captain R. F. Parker, C.B., C.M.G., R.N.

At St. James's Palace

At the Levée held by His Majesty the King on Monday, May 31, at St. James's Palace, the following were present: Air Marshal Sir John Salmond, Principal Air Aide-de-Camp, Group Capt. P. F. M. Fellowes, Aide-de-Camp in Waiting, Flight-Lieut. Ian Cullen, etc. Amongst those presented to H.M. the King were:—Flying Officer J. Anderson, Wing Commander P. Babington, M.C., A.F.C., Flight-Lieut. F. Beaumont, Air Commodore L. Blandy, C.B., D.S.O.; Squadron-Leader R. Gardner, D.S.C.; Flight-Lieut. V. Gibbs, D.S.C.; Flight-Lieut. L. Hollinghurst, D.F.C.; Flight-Lieut. A. Mackenzie; Wing Commander C. Nutting, O.B.E., D.S.C.; Flight-Lieut. A. Orlebar, A.F.C.; Flight-Lieut. R. Osborne; Air Commodore D. Pitcher, C.M.G., C.B.E., D.S.O.; Squadron-Leader A. Pryor; Flight-Lieut. R. Read; Flying Officer C. F. Sealy; Flying Officer A. T. K. Shipwright, D.F.C.; Flying Officer A. G. S. Tuke; Flight-Lieut. W. G. Weston, etc.

R. A. F. Airmen Reach Cairo

WING-COMMANDER PULFORD and his three companions reached Cairo in their Fairey IIID biplanes (Napier "Lions") on May 27, having thus completed the 11,000-mile flight from Cairo to Cape Town and back without a hitch. They were greeted by Gen. Sir Richard Haking (commanding British troops in Egypt) and Air Vice-Marshal Sir Oliver Swann (Air Officer commanding Middle East), and received a very hearty welcome from a large gathering. On May 29 the four machines were flown to Aboukir, where they are being fitted with floats for their flight to England.

Capt. D'Oisy Crashes

CAPT. PELLETIER D'OISY, who left Paris on May 25 for Tokyo

has met with a mishap which has brought the flight to an early end. In attempting to leave Warsaw aerodrome the machine stuck in a mud-hole and overturned. Neither pilot nor mechanic were injured, but the machine was damaged beyond repair.

Gordon-Bennett Balloon Race

OF the 15 balloons which left Antwerp on May 30 in the race for the second Gordon-Bennett Cup, the following provisional placings have been received up to the time of writing: Goodyear III (U.S.A.), Soddeborg, 527 miles; Army S.16 (U.S.A.), Krakau, 372 miles; Belgica (Belgium), near Hamburg, 288 miles; Prince Leopold (Belgium), Oldenburg, 210 miles; Miramer (Great Britain), Deventu, 102 miles; Penaranda (Spain), Gorderen, 93 miles; Helvetia (Swiss), Hakamp, 80 miles; Picardie (France), Kulemborg, 62 miles; Banshee III (Great Britain), Veghel, 50 miles; Bee (Great Britain), Walwick, 47 miles; Aerostiere I (Belgium), Tilburg, 40 miles; Aerostiere III (Italy), Zundert, 22 miles; Campino III (Italy), Westwezel, 18 miles; Campino IV (Italy), Westwezel, 16 miles.

Danish Flight to Tokyo

LIEUT. BOTVED, the Danish pilot, succeeded in reaching Tokyo on June 1, and received an enthusiastic welcome.

Institution of Aeronautical Engineers

WILL our readers please note that Capt. W. H. Sayer's paper, "The Modern Theory of Aerofoils and its Application to Aeroplane Design," which was postponed from May 11, will be held on June 8 at 6.30 p.m. (at Junior Institution of Engineers).

INSTITUTION OF AERONAUTICAL ENGINEERS VISITS N.P.L.

THE Institution of Aeronautical Engineers made its annual visit to the National Physical Laboratory on Wednesday afternoon, May 19. The party spent some two hours inspecting the wind tunnels and the apparatus used therewith, the Tank Department, and the Metallurgical Department, under the direction of Mr. Cowley and other officials. The visitors were much gratified and interested in the various explanations and demonstrations, and greatly appreciated the time and care bestowed upon them by the various officials in order that everything should be made clear.

To the layman such a visit would be something in the nature of fascinating mystery, but to the Members of the Institution, even if not a mystery it was an eye-opener as to the progress which is being made in the various apparatus and methods for conducting technical investigations and tests.

The party spent the greater portion of the time in the wind tunnels, where they saw the work now going forward on the fuselages of racing machines of high speed, which were in the first place to have taken part in the Schneider Cup Race. The models of these are a quarter of full size, as the machines in question are small ones. The results obtained are very near to the designers' estimates, and would seem to show that speed records in this country will soon be forthcoming. The

new Government airship, R.101, is also under test on a model two-hundredths of full size. The measuring balances were of great interest to the party, the chief of these making possible the measurement of forces from 1/10,000th of a lb. to 200 lbs.

The Froude Tank and the Metallurgical Department proved of equal interest, and it was very evident to the visitors that metal construction is rapidly succeeding wood in all types of aircraft design.

Among those who took advantage of the opportunities that the visit gave were: Messrs. Adams, N. A. Champion, C. G. Colebrook, Eskell, Gardner, W. V. Gilbert (Acting Hon. Secretary), W. Glass, C. A. Hedger, T. W. Langley, W. M. Molesworth, T. B. Ringwood, J. Spon, and T. Stenning.

The next meeting of the Institution of Aeronautical Engineers will take place in the Lecture Room at the Junior Institution of Engineers, 39, Victoria Street, at 6.30 p.m., on June 4, when Mr. Ralph Upson, chief engineer of the Aircraft Development Corporation, of Detroit, Mich., U.S.A., will give a lecture on some of the more recent airship developments in America, especially with reference to the metal-clad type. Col. Moore Brabazon will preside at the meeting, and a large attendance is expected.

RESERVE OF AIR FORCE OFFICERS

THE Air Ministry announces that vacancies exist in the Reserve of Air Force Officers for candidates requiring to be trained as pilots *ab initio*.

Applicants, who should be of good education and physique, but need not have had any previous flying experience, must be over 18 and under 25 years of age, though consideration may be given in certain circumstances to suitable applicants who are slightly over the latter age. Those judged from their applications to be suitable will be interviewed by a Selection Committee, and those selected, after passing an examination by the Medical Board, will be gazetted to commissions in the Reserve as pilot officers on probation. The probationary period is 12 months, after which, subject to satisfactory progress in training, etc., officers are confirmed in rank. Promotion to flying officer normally takes place after 18 months' service.

Commissions are granted in the first place for 5 years but at the end of this period extension may be allowed at Air Council discretion for further periods, each of not more than 5 years.

Flying training is arranged, as far as service requirements admit, at the civil aviation centre which is most convenient

to the officer, and consists of a 3 months' course (preferably continuous, but which may be taken intermittently if necessary) during the first 6 months of service; 6 hours solo flying (to be carried out within a total maximum period of 10 days' training) during the second 6 months; and 12 hours' solo flying (to be carried out within a total maximum period of 20 days' training) in each subsequent period of 12 months' service.

When undergoing training or if called up for continuous service in an emergency, an officer receives, generally speaking, the same pay and allowances as an officer of the same rank on the active list. The present rates of pay are 15s. 2d. a day for pilot officers and 18s. 10d. a day for flying officers, and the present rates of allowances amount to 7s. 10d. a day for officers of these ranks. In addition, an annual retaining fee of £30 is payable, subject to compliance with the regulations.

The number of commissions under this scheme is strictly limited and the standard required is high. At the present time 16 vacancies only are offered for competition.

Application forms and further details can be obtained by applying to the Secretary (S.7 Reserves), Air Ministry, Adastral House, Kingsway, London, W.C.2.

1,530 miles in an Avia light 'plane: Mr. Lhota and the Avia B.H.11 monoplane (60 h.p. Walter engine)—a Czechoslovakian combination—on which he flew about 1,530 miles from Bucharest to Prague, with a passenger, in 18 hrs. 20 mins. flying time.



THE ROYAL AIR FORCE

London Gazette, May 25, 1926.

General Duties Branch

Pilot Officer Arthur John Thompson is promoted to rank of Flying Officer (Mar. 8). The following Pilot Officers on probation are confirmed in rank:—Philip Reginald Barwell, James Leslie Chadwick, Frederick George Downing, Percy Geoffrey Spear Gardiner, Charles Henry Jones, Geoffrey William Tuttle, William Lawson Whitlock (Mar. 28); Hugh Forbes Gower (Mar. 30); Maxwell Harvey Frame (Apr. 10).

Group Capt. Philip Bennet Joubert de la Ferte, C.M.G., D.S.O., is restored to full pay from half-pay (May 18); Wing Commander Percival Scott, Rickcord (Comdr., R.N., ret'd.), remains on loan to R.A.F. for a further year (Mar. 1); Sqdn. Leader Frederick Esk Sandford, A.F.C., is placed on retired list at his own request (May 15).

The following Flying Officers are transferred to Reserve, Class A:—William Frederick Shaylor (May 23); Anthony White Wood (May 26). Pilot Officer on probation, A. A. Radclyffe resigns his short service commission (Apr. 21). The short service commission of Pilot officer on probation F. Sisson is

terminated on cessation of duty (May 26): Flying Officer E. F. Colam (Lt., Middx. Regt.), relinquishes his temp. comm. on resigning his comm. in the Army (May 22).

Pilot Officer Richard Rudyard Turner is dismissed the service by sentence of General Court Martial (May 4).

Stores Branch

Flying Officer Henry Owen Fellowes is granted a permanent comm. in this rank with effect from Aug. 10, 1925, on completion of probationary service.

Medical Branch

The undermentioned Flying Officers are promoted to rank of Flight Lt. (May 19):—A. Dickson, M.B.; R. T. F. Grace, M.B.; Flying Officer Harris Moses Levy resigns his short service commission (May 26).

Reserve of Air Force Officers

Observer Officer Alfred Charles Walker is transferred from Class B to Class C (May 25). The following Flying Officers relinquish their commissions on completion of service:—F. W. Knox, (May 8), J. T. Rymer (May 22).

ROYAL AIR FORCE INTELLIGENCE

Appointments.—The following appointments in the Royal Air Force are notified:—

General Duties Branch

Air Vice-Marshal H. R. M. Brooke-Popham, C.B., C.M.G., D.S.O., A.F.C. to H.Q., Fighting Area, Kenley, on appointment as Air Officer Commanding; 20.5.26.

Air Commodore C. R. Samson, C.M.G., D.S.O., A.F.C. to R.A.F. Depot, Uxbridge, supernumerary pending posting overseas; 20.5.26.

Wing Commanders:—G. F. Pretymann, D.S.O., O.B.E., to H.Q., Fighting Area, Kenley, for Air Staff duties; 20.5.26. C. G. S. Gould, to H.Q., Fighting Area, Kenley, for Tech. Staff duties; 20.5.26. H. L. M. Brock, D.S.O., to H.Q. Air Defences of Great Britain, for Air Staff duties, instead of to Station H.Q., Catterick, as previously notified; 25.5.26.

Squadron Leaders:—J. H. D'Albiac, D.S.O., to No. 99 Sqdn., Bircham Newton; 25.5.26. P. B. Hunter, to No. 1 Sch. of Tech. Training (Apprentices), Halton; 15.5.26. E. H. Sparling, A.F.C., to R.A.F. Depot, Uxbridge; 26.5.26. A. P. Maurice, D.F.C., to No. 56 Sqdn., Biggin Hill; 25.5.26. G. S. Trewin, to Elect. and Wireless Sch., Flowerdown; 19.5.26. E. B. Rice, to H.Q., Fighting Area, Kenley; 20.5.26. D. Cloete, M.C., A.F.C., to No. 9 Sqdn., Manston; 18.6.26.

Flight Lieutenants: B. J. W. Brady, D.S.M., to No. 4 Armoured Car Co., Iraq; 5.3.26. H. Hackney, to No. 2 Flying Training Sch., Digby;

25.5.26. J. K. A. Jeakes, D.F.C., to No. 4 Sqdn., Farnborough; 31.5.26. W. Catchpole, A.F.C., to R.A.F. M.T. Depot, Shrewsbury; 25.5.26. H. J. Saker, to H.Q., Air Defences of Great Britain, Air Ministry; 20.5.26. J. G. Walser, M.C., to No. 4 Sqdn., Farnborough; 28.5.26. R. J. Read and J. Blackford, to H.Q., Fighting Area, Kenley; 20.5.26.

Flying Officers: N. Vincent, D.F.C., to No. 22 Sqdn., Martlesham Heath; 16.5.26. H. W. Raeburn, to No. 207 Sqdn., Eastchurch; 3.5.26. F. W. W. Wilson, to R.A.F. Base, Calshot, instead of to Sch. of Naval Co-operation as previously notified; 20.4.26. J. Bradbury, to No. 15 Sqdn., Martlesham Heath; 22.5.26. F. A. O'Brien, to R.A.F. Depot, Uxbridge; 1.6.26. A. H. C. Derby, to R.A.F. Depot, Uxbridge; 9.6.26. S. Symonds, W. J. Richards, and A. H. Padley, to H.Q., Fighting Area, Kenley; 20.5.26.

Pilot Officers: A. L. Ottway, to No. 84 Sqdn., Iraq; 1.5.26. L. F. T. Price, to R.A.F. Depot, Uxbridge; 25.5.26. L. T. Pankhurst, to No. 5 Sqdn., India, instead of to Aircraft Depot, as previously notified; 1.4.26.

Stores Branch

Wing Commander F. C. Williams, O.B.E., to R.A.F. Depot, Uxbridge, pending posting to Air Defences of Great Britain; 17.5.26.

Squadron Leader H. E. J. Hewitt, to H.Q., Fighting Area, Kenley; 20.5.26. Flight Lieutenant M. J. James, M.B.E., to H.Q., Fighting Area, Kenley; 20.6.26.

Flying Officer J. H. P. Clarke to Aircraft Depot, India; 27.4.26.



PRACTISING FOR THE PAGEANT: A formation of Gloster "Grebes" with Armstrong-Siddeley "Jaguar" engine, setting out for a low-bombing contest at Duxford aerodrome.

OXFORD UNIVERSITY AIR SQUADRON AT THE GLOUCESTER WORKS

On Friday, May 28, the Gloucestershire Aircraft Co. had the pleasure of welcoming to their works the newly-formed 'Varsity Air Squadron from Oxford. Wing-Commander H. R. Raikes, the chief instructor of the squadron, and Sqdn.-Ldr. Graham Weir were personally in charge of the visitors, who arrived at Sunningend Works soon after midday and were received by the managing director, Mr. David Longden.

After being entertained to lunch at the Lansdown Hotel, they were conducted to the aerodrome at Brockworth, where they witnessed a demonstration of the Gloucester "Gamecock." In spite of rather adverse weather conditions, Mr. Maurice Piercey, who piloted the machine, successfully demonstrated the excellent flying qualities of this latest addition to the standard air defence equipment of the country. The visitors were very impressed with the rapid climb of the machine, its wide speed range and perfect controllability in the air, as also with the general design and lay-out, which they studied with lively interest after the demonstration.

Returning to the Sunningend Works, the squadron was conducted in groups round the factory where they were able to see numerous "Gamecocks" in various stages of production.

One unhesitatingly congratulates Squadron Leader Graham Weir and Wing Commander Raikes upon the excellent material which they have to handle. Though their activities in the squadron have so far been confined to the dismantling and assembling of a machine, the keen interest and enthusiasm which the men displayed made it an exhilarating pleasure to conduct them through the factory. Their keenness may be measured by the fact that with one single exception, unavoidably due to the imminence of examinations, the whole squadron turned up 24 strong. Three of them are rowing men who had to hurry back to get on to the river by 6 p.m. One feels that with men of this stamp the 'Varsity Air Squadrons should prove as valuable an asset to the Air Force as the Officers Training Corps proved in the Great War to the Army.

The Beardmore (Dalmuir) Aviation and Engineering Society

SINCE the formation of the Dalmuir Aviation and Engineering Society in March, 1925—when eight meetings were held during a short but successful session—the Society has made excellent progress, and the full session just completed has been a highly successful one, both from the technical and the social standpoints. A number of lectures were presented as well as several social evenings. The lectures were of a high—without being of a highbrow—order, and each lecturer must have felt amply repaid for the trouble of preparing his address, by the lively discussion and questioning that always followed it. The membership of the Society is now 109, and the average attendance at the meetings has been over 70. Meetings start at 8 p.m., but on many occasions it has been necessary for the Chairman to apply the closure to the discussion three hours later!

The Bristol "Cherub" in Germany

It will be recalled that a Messerschmitt light monoplane fitted with a Bristol "Cherub" engine, obtained all the first prizes, both for speed and altitude, at the International Flying Meeting, at Munich, last September. The Bristol Aeroplane Co., Ltd., inform us that they have just received the following letter from Mr. Messerschmitt, in which he states:—"I am very pleased with the first 'Cherub' engine which you supplied to me, and it is today still running like clockwork. The aircraft is in the possession of the Furth Sportflug, and it has had no respite." This, we think, is a striking testimony to the reliability and efficiency of the Bristol "Cherub" air-cooled engine. It should be pointed out that the engine in question was one of an earlier type, and that the latest Series III model has been modified and improved in many details.

Air Mails Resumed

THE Postmaster-General announces that the letter Air Mail routes, London-Paris-Bâle-Zurich, and London-Paris and Toulouse-Casablanca and Oran (shown as Routes No. 1 and 8 respectively, on page 2 of the current Air Mail Leaflet—December, 1925, edition), re-opened on May 28. Full particulars of these services are given in the Air Mail Leaflet, of which a copy can be obtained at any Head or Branch Post Office. The air fees for the Toulouse-Dakar Air Mail Service are now as follows:—10d. up to ½ oz.; 1s. up to 1 oz.; 1s. 4d. up to 3½ oz.; 1s. 8d. up to 7 oz.; and 6d. additional for each additional 3½ oz. or fraction thereof. There will be an additional despatch by this route from London every Thursday morning (mail closes at the General Post Office at 6.15 a.m.) beginning June 3.

New Air Union Services

A NEW Air Union service from London to Marseilles has been opened which forms the only way of reaching the French Riviera the same day from London, and which will make a quicker connection for the Indian and Australian boats. Instead of leaving London at 11 a.m. on Thursday for the P. and O. Marseilles sailing Friday midnight, the passenger may now delay his departure until 8 a.m. Friday morning—and save 5s.! Air Union has also started a week-end Le Touquet service, leaving 32, Haymarket, London, on Fridays and Saturdays at 11.15 a.m. and 2.30 p.m., returning on Sundays and Mondays. Fares £6 6s. single, and £9 return. Arrangements may be made for passengers on other days by application to the Air Union.

IMPORTS AND EXPORTS, 1925-1926

AEROPLANES, airships, balloons and parts thereof (not shown separately before 1910). For 1910 and 1911 figures see "FLIGHT" for January 25, 1912; for 1912 and 1913, see "FLIGHT" for January 17, 1914; for 1914, see "FLIGHT" for January 15, 1915; for 1915, see "FLIGHT" for January 13, 1916; for 1916, see "FLIGHT" for January 11, 1917; for 1917, see "FLIGHT" for January 24, 1918; for 1918, see "FLIGHT" for January 16, 1919; for 1919, see "FLIGHT" for January 22, 1920; for 1920, see "FLIGHT" for January 13, 1921; for 1921, see "FLIGHT" for January 19, 1922; for 1922 see "FLIGHT" for January 18, 1923; for 1923, see "FLIGHT" for January 17, 1924; for 1924, see "FLIGHT" for January 22, 1925; for 1925, see "FLIGHT" for January 21, 1926.

	Imports.		Exports.		Re-Exports.	
	1925.	1926.	1925.	1926.	1925.	1926.
	£	£	£	£	£	£
Jan. ..	3,546	494	83,728	130,049	291	—
Feb. ..	985	2,089	85,639	40,416	20	6,341
Mar. ..	—	1,001	56,881	92,840	9,355	9,758
Apr. ..	321	536	78,041	160,832	6,732	5,051
	4,852	4,120	304,289	424,137	16,398	21,150

PUBLICATIONS RECEIVED

Z.F.M. Zeitschrift für Flugtechnik und Motorluftschiffahrt Vol. 9. May 14, 1926. R. Oldenbourg, Munich, Germany.
My Flight to the Cape and Back. By Alan J. Cobham. A. and C. Black, Ltd., Soho Square, London, W. Price 1s. 6d. net.

Houghton's Professional Bulletin, May, 1926. Vol. 5. No. 4. Houghton-Butcher (Great Britain), Ltd., Ensign House, High Holborn, London, W.C. 1.

Rivista Aeronautica. May, 1926. Vol. II. No. 5. Direzione della Rivista Aeronautica, Via Torino, 39, Rome.

AERONAUTICAL PATENT SPECIFICATION

Abbreviations: Cyl. = cylinder; i.c. = internal combustion; m. = motor. The numbers in brackets are those under which the Specifications will be printed and abridged, etc.

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Published May 31, 1926

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